



The Planning Network

Climate Change – Everyone's Responsibility

By James Caruso

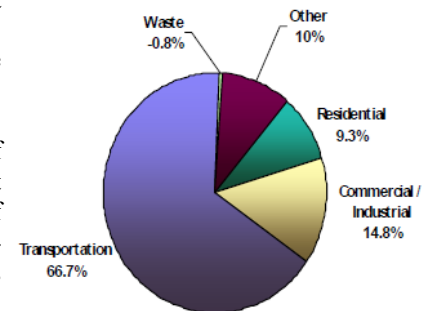
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The State of California is at the forefront in the fight against greenhouse gas emissions and climate change. Greenhouse gases such as carbon dioxide, nitrous oxide and methane are produced as part of our daily lives. These gases are trapped in the atmosphere and intensify the “greenhouse” effect, causing global average temperatures to rise and changing climate patterns. In California, the greenhouse effect may cause decreased rainfall and a rise in temperatures.

Local governments have been charged with measuring the amount of greenhouse gas emissions (GHG) generated by the community and by governmental operations. The effort is termed a greenhouse gas emissions baseline inventory. SLO County has just completed its baseline inventory (the first in the County), and the results are very interesting.

COMMUNITY GHG EMISSIONS BY SECTOR

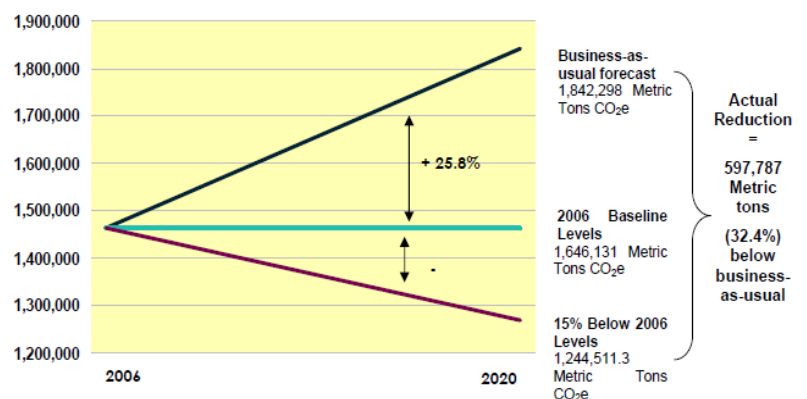


The chart to the right identifies each “sector” that is part of the analysis. The transportation sector is, by far, the largest generator of GHG in the County at 66.7%. The majority of emissions from this sector results from gasoline use by private vehicles. The “Other” category includes emissions from livestock, aircraft and off road agricultural equipment.

The results of this analysis identify the areas the County needs to address to effectively reduce GHG emissions. GHG reductions from the transportation sector will result from the State’s Sustainable Communities Strategy (SB 375), the County Strategic Growth principles recently approved by the Board of Supervisors and the air quality and energy policies of the proposed Conservation and Open Space Element. These policy initiatives will lead to alternatives to the sole use of automobiles, creation of walkable communities and an emphasis on urban development instead of auto-dominated rural sprawl.

The County’s proposed GHG reduction goal is 15% below 2006 baseline levels by the year 2020. The figure below shows the challenge posed by this goal:

2020 BUSINESS-AS-USUAL FORECAST
IN RELATION TO 15% STATE-RECOMMENDED REDUCTION TARGET



The Planning and Building Department’s Mission Statement:

Promoting the Wise Use of Land

Helping to Build Great Communities

We’re on the web!
WWW.SLOPLANNING.ORG

The County will prepare a Climate Action Plan (CAP) over the next 18 months that will detail the strategies to be used to reach this challenging reduction goal. The CAP process will include a substantial outreach and public participation element. Stay tuned to this newsletter for updates on the CAP process.

Meet the Staff — Doug Morris

Every quarter, a different staff member will be featured.

Hello – Doug Morris here... I am the Assistant Building Official managing the Building Permit Processing and Plan Review Section. We have a great team of administrative, permit technician and building plans examiner staff and - one thing for sure -we'd be lost without them. We are the "nuts and bolts" part of the process making sure all construction plans meet adopted codes.

I was born in LA County Hospital in 1944 and raised in the small town of Sierra Madre adjacent to Pasadena. As a kid I enjoyed building things in the back yard with all the neighborhood kids. We had tree forts in almost every tree, flooded the yard by constructing large mud dams and made the fastest coaster carts on the block. Mom and dad spent lots of time with us (five kids) camping and sailboat racing at Newport Beach CA. I spent my school years at Sierra Madre Elementary School, Pasadena John Marshall Junior High (lettered in gymnastics, swimming and track) and the Nagoya Dependent High School, Nagoya Japan. Why Japan? My dad was sent there by Lockheed Aircraft to manage the assembly of F-104



Star Fighter Aircraft for the Japanese government. This was where I first was introduced to a Honda motorcycle. My parents purchased a Honda 125 motorcycle for me for 125,000 yen (at that time 360 yen equaled a US dollar). Off I went traveling all over Japan having lots of fun meeting people, staying in youth hostels, eating sashimi, sukiyaki, sushi and drinking good soba, beer and Saki.



After spending two years in Japan, I decided to become an artist or architect. While attending Pasadena Junior College, I did a lot of hanging out with my friends at Bob's Big Boy Drive Inn and cruising Colorado Boulevard in my four-door '54 Ford until my dad gave me an option, "Son, you have two choices: you can

join the army or go to college and get a job. And, by the way, one thing is for sure, you will not be living in the house next year." Well, I got the message, and off I went to Cal Poly. As I was packing the '54 Ford to attend Cal Poly, my mom gave me a "small blue book" telling me, "Son, I hear architects use this book." It was the 1964 Uniform Building Code. I wondered, "What's this all about? This is going to cramp my design style." Well, little did I know...

Finally, I earned a Bachelor of Architecture Degree signed by Governor Ronald Reagan (1969) and got my first job with an architectural firm at \$4.00 / hour. After scrapping around the architectural world, not making much of a living, I applied for a job (architectural drafter) at the County of San Luis Obispo and was employed in the Facility Services Department in 1975. I doubled my salary and received vacation and insurance benefits -- WOW. I became a Registered California Architect and later transferred into the County Planning and Building Department and learned how our customers, as well as we, use the Uniform Codes.

My wife and I love living on the Central Coast and enjoy the sights, sounds and people of the area as well as being with our three kids, three grandkids and traveling in our RV.

Office of Emergency Services Homeland Security Grant

By Jeff Legato

The County Office of Emergency Services (OES) was very fortunate to be awarded a substantial Homeland Security grant, \$115,000 of which will be dedicated toward completing two critical Countywide GIS data layers: street centerlines and address points. Currently, the County has no official address point or street centerline layer. This grant will be administered by CalFire, however, these collaborative projects have representatives from Public Works, Assessor's office, and Planning and Building, who are all playing a role in how the money is spent, final design and creation of the data.

Address Points

The County Planning and Building GIS Section is working with CalFire and the Cities to place address points on every building in the County. When completed, this layer will allow for the accurate assignment of new address points, will play an important role in the upcoming 2020 Census and will allow for more accurate reporting, permit tracking, and analysis. This benefits the public and decision makers. This data will also improve Public Safety dispatching and response times.

Street Centerlines

Instead of using one shared GIS street centerline layer, different departments use a variety of different data, none of which is as complete or accurate as is required for current County business processes. Having a single layer to serve every department ensures unified accuracy and consistency. For example, CalFire and the Sheriff could both be using the same road centerline data. When completed, vehicle routing and response times will be improved. Contact Dan Turner at OES for more information, 781-1335.



SLO Regional Rideshare is your “one-stop-shop” for transportation information. Whether it’s bike, walk, carpool, vanpool or taking the bus, we’ll get you moving in the right direction. Our staff is dedicated to reducing the number of single occupant vehicles on San Luis Obispo County’s roads and highways, conserving fuel, reducing air pollution and making it easier for commuters to get to work or school. A division of the San Luis Obispo Council of Governments, SLO Regional Rideshare shows employers the value of transportation benefits and customizes programs to meet a company’s unique needs.

In addition, Rideshare provides youth and senior programs, personalized trip planning assistance and an interactive website with carpool and vanpool matching. Are you a new bike commuter? If so, we want to work with you to make cycling as comfortable and achievable as possible. Try taking a Bike Confidence Workshop put on by the SLO Bicycle Coalition, attend a soft paced recreational ride put on by the SLO Bike Club, get your bike fixed up with the Bike Kitchen, check out our bike maps or catch us at one of our events to talk it out. Remember, take small steps and eventually you will work your way into a fun, healthy way to get around. Join our mission to keep San Luis Obispo County *green* at www.rideshare.org.

Give Your Kids the Freedom of Summer

The \$30 transit Summer Break Pass can be used on any bus all summer long, Memorial Day thru Labor Day, for kids aged K-12. For just \$30, kids can travel to the beach, mall, skate park, movies, swimming pools and more—no parents necessary. Participating transit operators include: Regional Transit Authority, Paso Express, North County Shuttle, South County Area Transit, SLO Transit, Cayucos Trolley, Avila Beach Trolley and SLO Trolley.

www.summerbreakpass.com

Habitat Conservation Plans

By Trevor Keith

San Luis Obispo County is home to more than 103 special status plants and 53 special status animal species. These include many Federal and State-listed threatened and endangered species that require the County and applicants to consult with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG).

Recently, the County was awarded two grants from the U.S. Fish and Wildlife Service through the Endangered Species Act Section 6 Grant Program to develop two regional Habitat Conservation Plans (HCP), a Los Osos Community Habitat Conservation Plan and a North County Habitat Conservation



Plan. An HCP is a voluntary regional-wide environmental protection program developed to preserve habitat and protect sensitive biological resources while allowing for public and private development. An HCP facilitates compliance with the Federal Endangered Species Act and the California Endangered Species Act by implementing a program that leads to the creation of a habitat conservation area. HCPs establish a mitigation fund for the acquisition, restoration, and management of the habitat conservation area.

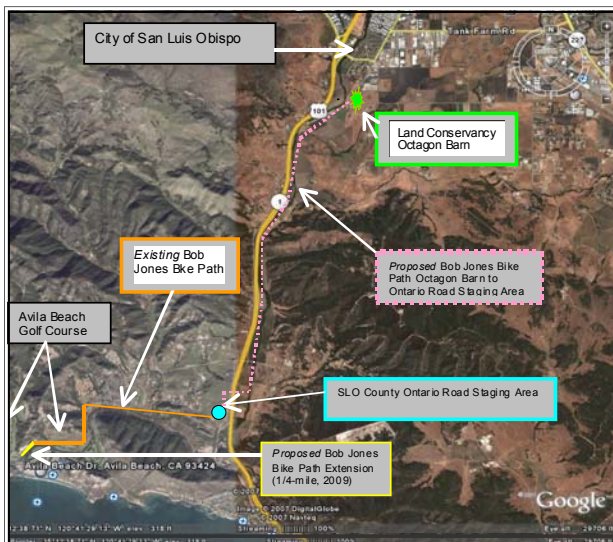
Currently, applicants must consult with USFWS and CDFG on an individual basis. Preparing Habitat Conservation Plans (HCPs) on a project-by-project basis is costly to landowners and typically produces small, isolated protected areas that are unlikely to provide for long-term conservation benefits. Regional HCPs are more successful at providing long-term protection and biodiversity on a regional level. Implementation of the regional HCPs will:

- Coordinates a regional approach to species and habitat protection and recovery
- Expedites and streamlines the permit process by providing assurances to developers and landowners regarding mitigation of impacts to endangered species
- Provides for the long-term conservation of habitats, ecosystems, and ecosystem functions to ensure biological diversity
- Provides for perpetual management, maintenance, and improvement of protected habitat
- Protects endangered species and other special status plant and animal species as well as their habitats

Preparation of an HCP is a multiyear and challenging process. There are numerous legal requirements through the process. The plan must clearly show the long term goals of habitat and species protection while allowing development will be carried out. The Department is committed to working with all stakeholders to be successful in completing these HCPs. For additional information, please contact Trevor Keith at 781-1431.

The Bob Jones Bike Path – What’s Going On?

By Jan Dileo, General Services



The Bob Jones Bike Path is one of the few bike paths in the County that provides a corridor for bicycles, skaters, wheelchairs, strollers, dogs on leash, and pedestrians, completely removed from motor vehicle traffic. When you stroll down this path, you feel like you are miles away from any urban area.

Currently the Bob Jones Bike Path is 1.5 miles long extending from the County’s Ontario Road Staging Area to the intersection of Avila Beach Boulevard / San Miguel Street. In 2009, the County plans to extend the Bob Jones Bike Path another ¼-mile along the east side of Avila Beach Drive and provide a new signalized bike/pedestrian crossing at First Street.

Perhaps in 2010 or 2012, the County hopes to add approximately four miles to the Bob Jones Bike Path, providing a new segment that would extend from just south of the City of San Luis Obispo (at the San Luis Obispo Land Conservancy Octagon Barn) to the County’s Ontario Road Staging Area.



In addition to the County’s efforts, the City of San Luis Obispo is also working on portions of the bike path. With roughly one-mile completed near Prado Road, the City hopes to extend the Bob Jones Bike Path into the City’s downtown. Completion of all these segments will provide a wonderful recreation and alternative transportation corridor.

American Planning Association Recognizes SLO County Inclusionary Housing Ordinance

By Dana Lilley

On the evening of Saturday, May 4, 2009, the Central Coast Chapter of the American Planning Association (APA) presented an award to the County for its Inclusionary Housing Ordinance under the category of “Hard Won Victories.” The award trophy itself is currently on display on the counter in the permit center. The County’s project competed against many other excellent submittals from Santa Barbara and Ventura Counties.

The APA award judges were particularly impressed with the ordinance because of the following factors that led to its adoption:

- the extensive outreach and collaboration with homebuilders, housing advocates and community groups;
- the flexibility of the ordinance enabling builders to choose from a variety of options for compliance;
- the thorough background research, financial analysis, nexus study and environmental analysis;
- the lengthy hearing process including two study sessions, six Planning Commission hearings and two hearings of the Board of Supervisors, and
- the strong support from homebuilders and housing advocates for the resulting ordinance when it was being adopted by the Board of Supervisors.

Kami Griffin, Chuck Stevenson and Dana Lilley were present for the award ceremony. As Chuck and Dana accepted the award, Chuck noted that the lion’s share of the work leading to adoption of the ordinance was performed by Ted Bench, but that he was not able to attend the awards ceremony. Kami, Chuck and Dana got to spend their Saturday evening with fellow planners at the awards dinner and ceremony at Sycamore Mineral Springs Resort. They each gladly paid the \$20 fee for the event.



Next step: Winning a local APA award enables us to submit the ordinance for a State APA award. Ted, Chuck and Dana are preparing the nomination materials in time for the State APA Conference later this year.

Changing Needs of Our Customers

By John Hofschroer

The Permit Center functions as the “front counter” to the Department of Planning and Building. A broad range of services is available ranging from zoning and construction information to review and approval of building permits – all at one location. Our main customers are realtors, builders, lenders, and the general public. Specialized staff provides information about the many policies, codes and regulations that define what can be done with property. Between the Building and Planning counters, we have been serving roughly 2,000 customers per month, or about 23,000 contacts per year. About half of our customer contacts are done on a walk-in basis, with the remainder comprised of phone calls, emails and letters.

The slowing economy and financial crisis have brought new challenges to the mortgage lending, construction, and real estate

industries. These three groups account for 15% of the 130,000 jobs in San Luis Obispo County. While the effects of this lending crunch may not be fully understood, one thing is apparent: There are new demands for a clear understanding of what the County’s plans and policies allow on a given property. The question of “What can I do with my property?” has new meaning for everyone.

Another effect of this slowing economy has been a 29% drop in new permit applications since last year. While this would indicate a slowdown in workload demands, that hasn’t always been the case. Rather, demands for more certainty and documentation in building and zoning information are increasing. We have gone from roughly 23,000 customer contacts to 29,000 last year, and this year we are on course for a similar number. The

tightening of lending practices is forcing everyone to perform more “due diligence” for properties and buildings. Some common questions are “Can this property be divided?”, “Are there building permits for all the structures?”, and “What uses are permitted?”

In some cases answers to these questions may result in a customer being able to refinance and avoid a foreclosure. In others a better interest rate or loan term could result. In all cases, buyers and sellers are able to make better decisions in these difficult times.

In responding to these new customer needs, staff roles at the Permit Center are shifting some from the permit intake and review of prior years to preparing more detailed documentation and answering our customers’ questions. We will continue to strive for excellent customer service during these changing times.

San Luis Obispo County Grading Permits or Alternate Review Process for Some Agricultural Projects



Do you own a farm, ranch, or are a grading designer for agricultural lands? You may qualify for the Resource Conservation District’s Alternative Review Process (ARP). ARP is an alternative process for some Ag projects

in lieu of obtaining a grading permit from the County. The County and RCD have partnered in the creation of a unique Agricultural Grading Review Process. We recognize the importance of agriculture, the need for protection and conservation of agricultural activities, and the use, education, and development of safe and environmentally responsible grading, earthwork, and erosion control practices.

What types of projects are eligible for ARP?

The ARP process applies to *level three* agricultural grading projects as referenced in the Inland Grading Ordinance Section Title 22 for projects such as:

1. Off stream dams and reservoirs
2. Agricultural support roads on slopes over 30%
3. Grading hillside benches for orchards and vineyards on slopes over 30%
4. Stream bank protection and restoration
5. Waste management systems

ARP covers grading projects that serve only agriculture.

For eligibility please contact:

County Planning at the Permit Center
and ask for an intake planner or call 781-5600.

How does the ARP benefit you? It provides you:

- Various reviews at low cost: engineering, biological, and erosion control planning review
- Permit assistance with agencies, when required:
California Department of Fish and Game (CDFG)
Regional Water Quality Control Board (RWQCB)
Army Corps of Engineers
- Grant assistance: planning and preparation of grants

Resource Conservation District
65 S. Main Street, Ste 107
Templeton, CA 93465
Phone: (805) 434-0396
ext. 4

www.us-ltrcd.org



Before



After

by Elizabeth
Szwabowski

Inspection Tips

Residential Stairs — Under the '07 California Building Code

Changes have occurred to the required dimensions of stairs in single family dwellings. The changes are an effort to make the element with the highest rate of accidents within private homes even safer.

New Rise and Run Dimensions: The maximum riser height is now 7.75 inches and the minimum tread depth (run) is now 10 inches. The old dimensional requirements were 8 and 9, respectively.

Tread Nosing: If the tread depth is less than 11 inches and the risers are solid, the nosing must be a minimum of .75 inch but not more than 1.25 inches.

Measuring: On standard, straight run stairs, risers are measured vertically at the leading edges of adjacent treads. Tread depth is measured horizontally between the vertical planes of the leading edges of adjacent treads and at a right angle. These measurements may not vary by more than .375 (3/8) inch from the smallest to the largest measurement within a run of stairs (landing to landing). Winders and spirals have additional requirements pertaining to where the measurements are taken as well as the minimum and maximum measurements that are more than can be detailed in this article. See sections 1009 for these specific dimensions.

These requirements also apply to U occupancies and individual dwelling units within R-2 occupancies.

NEW MAPS FOR OLD ROCKS

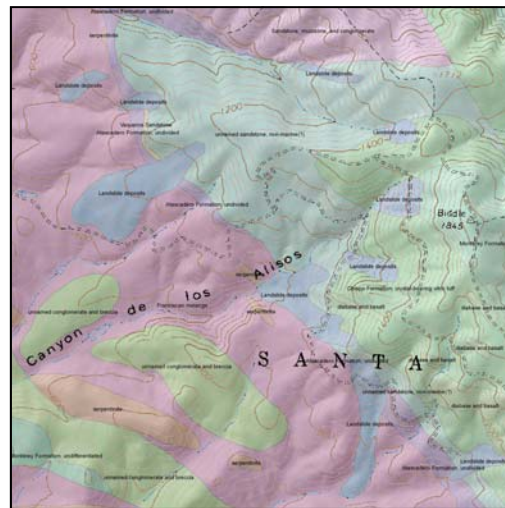
By Lew Rosenberg

The GIS Section has been busy updating the County's geologic map database. You might ask, "Why do the maps need to be updated if the rocks haven't changed?" Good question. Although there are geologic maps covering the county, very few were published in digital format. In addition, the maps were done mainly from the 1950s to 1970s. The geologists in those days were more interested in finding oil and minerals, rather than looking at faults and landslides. Our mapping program is focused on mapping things that affect building and development, such as faults and landslides.

Over the past few years, former County Geologist, Lew Rosenberg, has been converting the paper maps into digital format. These digital maps form part of the County's geographic information system database and can be combined with other features, such as parcel maps. The digital geologic maps are used to develop derivative maps showing susceptibility to liquefaction and landslide hazards.

One of the benefits of this project is that the detailed maps have encouraged other government agencies to use the County's geologic maps as the basis for their own detailed studies. For example, the California Geological Survey is currently remapping the San Luis Obispo and Morro Bay South quadrangles. Also, the U.S. Geological Survey and Pacific Gas & Electric Company are using the County's geologic maps for their joint study of central coast earthquake hazards. The results of these other studies will be incorporated to upgrade the County's geologic map database.

The County's geologic maps are available as free downloads from the SLO Datafinder website at <http://lib.calpoly.edu/gis/browse.jsp?browseType=theme&theme=Geology>



SB 375 — The Global Warming Solutions Act

By Aeron Arlin Genet, APCD

The Central Coast is unique because of its cities and towns, open space and recreational opportunities, and thriving agriculture. In adopting *Strategic Growth* policies, the County has taken an important step toward sustaining these valuable resources that make our area such a special place. An important part of preserving and enhancing these resources is coordinating the future vision of the County and the individual Cities. We must develop regional plans that translate our common vision into definitive actions. By preparing regional-level land use plans which

look at such issues as the economy, accessibility, the environment, and energy production, we can better understand how our communities' collective decisions will bring us closer towards reaching that goal.

In passing Senate Bill 375 (SB 375), California has made significant strides toward sustainable growth. SB 375 requires that each city and county develop General Plans which consider the effect that land use, housing, and transportation will have on greenhouse gas emissions. The single

largest source of greenhouse gases is passenger vehicles. In order to reduce those emissions, we must figure out how to spend less time in our cars. With our local approach to SB 375, we have an opportunity to work together to find innovative solutions. We can develop incentives to build sustainable, walkable communities, with alternative options for transportation and an increased quality of life. With the County's leadership in encouraging strategic growth, the APCD looks forward to advancing our region's future.

Director Vic Holanda Retires



The Director of Planning and Building, Vic Holanda, announced his retirement on May 12, 2009. Vic will take a vacation at the beginning of June and officially retire June 12, 2009.

A Cal Poly graduate, Vic has previously worked for Stanislaus, Mendocino and Napa Counties, Calistoga, and the State Office of Planning and Research, before coming here 10 years ago.

He made his decision to retire about a month ago. He said he plans to travel and

go fly-fishing, and has looked very relaxed since his announcement.

In the 10 years he has been with the Department, Vic has created an empowered organization that is independent and professional. He has overseen the department through implementation of a number of Housing Element programs, creation of a new Creston Advisory Council, creation of an annual training program for Advisory Councils, and adoption of the Strategic Growth principles into the County's general plan.

In the near future the department will be beginning hearings on the update to the Conservation and Open Space Element,

which hasn't been updated since 1974. Chairman Bruce Gibson said, "You have brought us to the brink of an exciting era and we appreciate your leadership and I will echo the professionalism of the staff that you have led to get us here."

During the announcement of his retirement at the Board of Supervisors meeting, Vic said "I couldn't have done it without you (the Board of Supervisors). Thank you for your support and a public thank you goes to my staff."

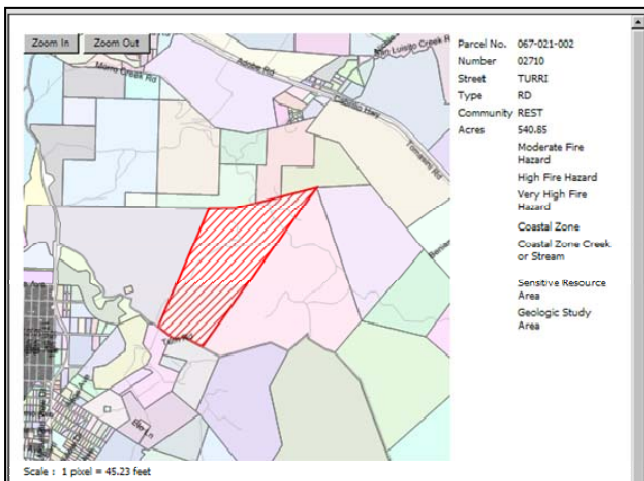
We will miss his leadership and the staff of the Department of Planning and Building wishes him the best of luck in all that the future brings.

Redesigned Website Coming This Summer!

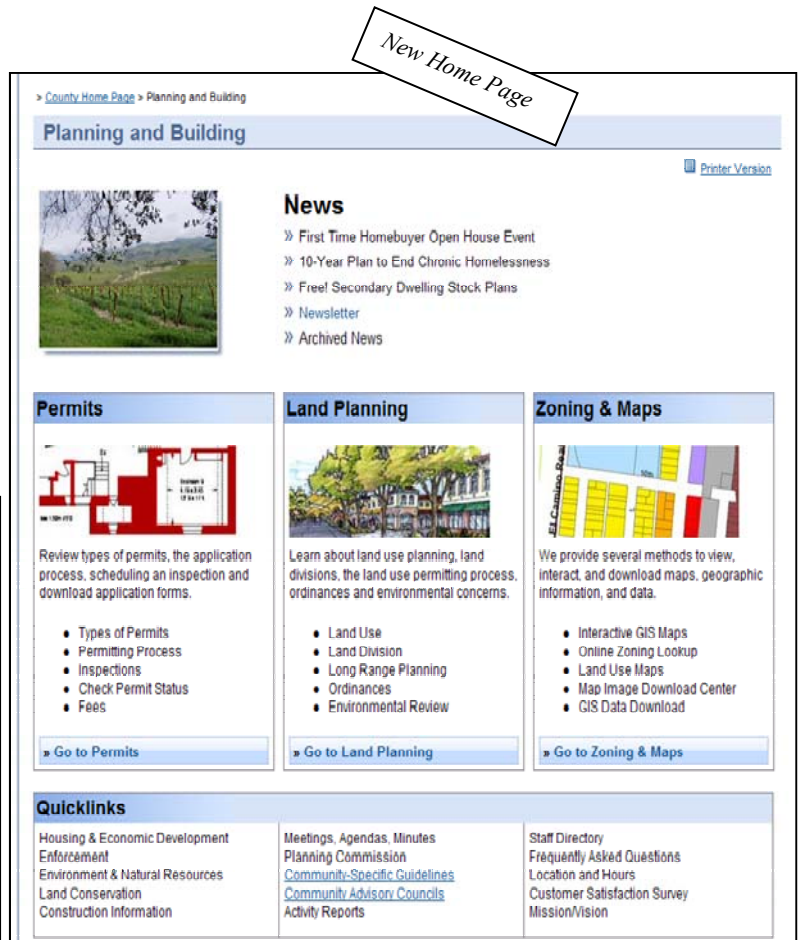
By Holly Frank

We've been working on a new layout, a new look and a new feel for our website. It will be even more customer-friendly, with easier navigation and new features. Look for the launch of our new website this summer. New features include:

- Maps added to our parcel lookup program
- Form library
- Easy fill-in construction application form that you can save on your computer (requires Acrobat Reader 8 or 9)
- Enhanced search capabilities
- E-Comments forms for comments submission to Planning Commission and other hearing bodies
- Streamlined layout



New Map with Parcel Information in the Parcel Lookup Program



Planning and Building
County Gov. Center
San Luis Obispo, CA
93408

Phone:
(805) 781-5600
Email:
Planningnetwork
@co.slo.ca.us



Upcoming Events...

June 25, July 6 & 23 — Conservation and Open Space Element Planning Commission hearings

July 6 — Housing Element Planning Commission hearings

July 8, 9 & 10 — Coastal Commission -- Board of Supervisors Chambers

September 13-16—APA Conference, Lake Tahoe

Newsletter brought
to you by the
Communications
Team of the
Department of
Planning and
Building

Please submit ideas for
the next issue to
Jennifer Jimenez
jjimenez@co.slo.ca.us



*At the end of existence, the
Pacific Coast Railway
enjoyed a mild resurgence in
passenger traffic as rail fans
from all over California
came for the "last ride."*

Planning and Building Fees are Changing July 1, 2009

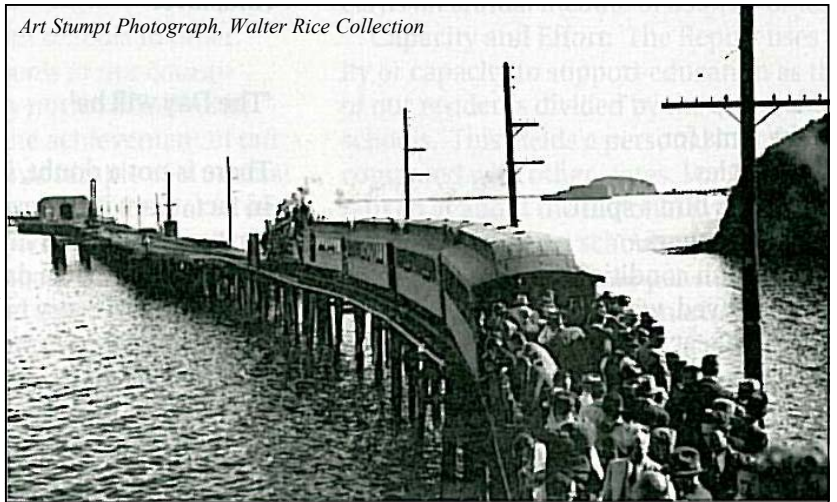
To see the fee changes going
into effect July 1, 2009, go to
[www.slocounty.ca.gov/
planning/building/fees.htm](http://www.slocounty.ca.gov/planning/building/fees.htm)
and click on "Fee Schedule
for Fiscal Year 2009-2010."

Did You Know. . .

...San Luis Obispo Was a Two-Railroad Town?

Once upon a time San Luis Obispo was a two-railroad town. Starting in 1876, San Luis Obispo was joined by rail with Avila Beach and San Luis Bay. This operation would, in 1882, become through merger part of the Pacific Coast Railway. The Pacific Coast was a three-foot gauge carrier. As long as the Pacific Coast was isolated from the national rail network, being narrow-gauge was not a significant economic liability.

Art Stumpt Photograph, Walter Rice Collection



On May 5, 1894, the standard-gauge Southern Pacific Railroad entered San Luis Obispo from the north. Prior to this, the Pacific Coast had a virtual monopoly on the area's commerce. Passengers and freight arrived and left the Central Coast via the Pacific Coast Railway and connecting steamships anchored at Harford's Wharf San Luis Obispo Bay. After the arrival of Southern Pacific Railroad this pattern lessened, ultimately to disappear. At its peak, the Pacific Coast stretched slightly more than 76 miles from Harford's Wharf to the small community of Los Olivos. San Luis Obispo was the line's economic hub. Besides San Luis Obispo, the Port and Los Olivos, the railway served Arroyo Grande, Nipomo, Santa Maria and Los Alamos. In 1909 Pacific Coast had an electrified branch that ran between Santa Maria and Guadalupe, which hauled mostly sugar beets. Passengers initially were hauled in box cars fitted with wooden benches. This branch is cited as California's smallest electric passenger operation.

With the 1894 arrival of the Southern Pacific, Pacific Coast revenues in all categories of traffic declined. Expansion plans were dropped. The Pacific Coast, did however, construct a spur from its mainline to the new Southern Pacific depot located on Railroad Avenue between Santa Rosa and Osos Streets. This allowed for a direct transfer of passengers between the two railroads. Southern Pacific did not complete its coast line until 1901. Bay Area / Santa Barbara passengers, during this time, would ride the Southern Pacific to San Luis Obispo, the Pacific Coast Railway to Los Olivos and take a stagecoach for the last link.

During the 1930's several economic factors worked against the Pacific Coast's survival. Adding to railway competition was the truck and car. As revenues declined, passenger service all but disappeared, freight schedules became infrequent and trackage was reduced. There was only one logical economic course — total abandonment. On December 20, 1941, the Pacific Coast Railway received government authorization to abandon its remaining trackage south of San Luis Obispo.